



DEFENSE INTELLIGENCE AGENCY
WASHINGTON, D.C. 20340-5100



JAN 30 2012

U-007-12/DA

To: The Bethesda Maryland Communities of:
Glen Echo Heights Citizens Association
The Civic League of Brookmont and Vicinity
Sumner Citizens Association
Ft Sumner Civic Association
Brooke's and Locust Lane Civic Association
Cabin John Citizen's Association
Sumner Square Civic Association
Sangamore Court Town Homes
Sumner Village Community Association

Subject: Commitment of Design Modifications to the Original Master Plan Presented to the
National Capital Planning Commission, December 1, 2011

1. The Defense Intelligence Agency (DIA) as Executive Agent on behalf of the Office of the Director of National Intelligence (ODNI) confirms our commitment to implement the design modifications and actions as defined below to the Master Plan for the Intelligence Community Campus-Bethesda (ICC-B) (the former National Geospatial Intelligence Agency (NGA) Campus). These solutions have been worked in concert with the neighborhood organizations to address concerns raised from the U.S. Army Corps of Engineers (USACE) National Capital Planning Commission (NCPC) presentation on December 1, 2011 and the Site Development Guide and Site Master Plan. The Executive Agent, on behalf of ODNI, will direct the USACE to implement the design changes listed below and this letter will be attached to the Site Master Plan and Site Development Guide as well as planning documents for Phase 1 and 2 that are submitted to the NCPC for review.

2. The design modifications to the Site Master Plan and Phase 1 construction plans, as well as planned engagement actions, include the following:

a. Parking.

(1) We will reduce the capacity of parking spaces in the garage from the 2,240 spaces to 1,800 spaces - thereby reducing the physical size of the parking garage from the original size of 510 feet x 250 feet to 386 feet x 248 feet for an overall footprint reduction of 25%.

(2) We will construct a surface parking area for visitors not to exceed 25 spaces.

(3) The parking garage will have six levels of parking.

(4) The Executive Agent and USACE agree to adjust the location of the garage by moving the southern edge of the parking garage northward from the location shown on the January 12, 2012 USACE Community Brief (posted by the USACE on its website) by approximately 48 feet as a result of reducing the size of the garage below the size and footprint shown in that January 12, 2012 Community Brief. A drawing depicting this change is attached to this letter. Detailed engineering drawings of the garage submitted to NCPC will be provided to the community separately.

(5) As part of the Phase 1 plan presented to the NCPC, Executive Agent and USACE agree to evaluate the ability to move the southern edge of the parking garage as far northward (beyond the location indicated in the previous paragraph) as feasible in order to reduce forest loss on the southern end, taking into account constraints, including those raised by tree buffers and forest loss on the northern and western sides of the garage, denial barriers, entrance slopes, and visual impact on the homes in the surrounding neighborhood. The Executive Agent and USACE will review those findings with the neighborhood organizations and the NCPC and relocate the garage if it is reasonable to do so, in light of these constraints.

(6) Upon full occupancy of the site, if an independent traffic engineering study confirms with objective evidence the need for additional on-site parking beyond 1,825 spaces (1,800 in the garage, plus 25 visitor spaces), and then the Executive Agent may determine after consulting with the communities through the Joint Traffic Committee (JTC), that it is necessary to create additional parking capacity. In determining this need, the Executive Agent will take into consideration the potential increase in traffic congestion and the affect on pedestrian safety. If additional parking is necessary, the Executive Agent will locate an additional 200 surface parking spaces on a non-forested area of the site to accommodate needed parking for 3,000 staff. The study will take into account the effectiveness of reasonable programs to encourage alternative transportation, telecommuting, staggered work hours, and other programs to reduce the need for parking, and it will be submitted to NCPC for review.

b. Forest Conservation.

(1) Disturbance of the existing forest on the site shall be minimized to the fullest extent possible. Disturbance on the west side of the site will be minimized to the edge work for the berm and we will minimize any impact on the south side of the garage to the absolute extent possible. (less than one acre) No specimen trees (i.e., more than 30 inches diameter) shall be cut on the site. An inventory of all large trees (i.e., more than 6 inches diameter) to be cut also shall be indicated on the engineered drawing. Engineering drawings are being prepared that show the benefits of a smaller garage and resulting preservation of trees. It is our joint goal to minimize the impact to the existing trees to the maximum extent possible.

(2) A reverse berm of 10-15 feet in elevation will be constructed along and including the current western edge of the parking lot. To the fullest extent possible existing trees on and

adjacent to the berm will not be disturbed. Evergreen trees that are tall and dense upon maturity – preferably native, such as spruce, or a combination of species – shall be planted on the berm along the entire western side of the garage. The recommended plantings on the berm shall be presented to the community for review and comment. Trees shall be at least 12-14 feet tall at the time of planting. They shall be planted as soon as possible after completion of the parking garage construction and at a time of the year that is optimal for survival and they shall be replaced if they do not survive.

(3) A green screen shall be installed on the west and south sides of the parking garage as soon as feasible after completion of the construction of the garage.

(4) To the extent possible, all temporary and permanent storm water management facilities shall be designed and constructed with the intent of minimizing the removal of trees in order to accommodate said facilities. No specimen trees will be cut to accommodate the construction or operation of storm water management facilities. The design plan for all stormwater management facilities will be presented to the community for comment and to the Maryland Department of Environment for review.

(5) The project final design will convert approximately seven acres of asphalt paving to permeable surface and restore this to landscaping with new trees – approved by NCPC.

c. Traffic.

(1) A representative of the Executive Agent shall participate in a JTC, along with representatives from the Communities and the Montgomery County Department of Transportation (MCDOT) shall act as an Advisory Board.

(2) The Executive Agent shall provide an accessible “community liaison,” who will represent the campus occupants as a designated point of contact to traffic, transportation, and pedestrian safety issues. The community liaison will be a member of the JTC.

(3) The JTC will monitor, analyze and evaluate the traffic congestion and pedestrian safety impacts of the ICC-B site and the Naval Facilities-administered sites at the former NGA facilities on MacArthur Blvd. This analysis and evaluation will include consideration of alternative transportation and other programs of the occupant to decrease the need for additional surface parking; traffic, transportation, and pedestrian safety issues, with the goal of limiting the off-site impacts on the broader community, including nearby roads (i.e., Sangamore Rd., MacArthur Blvd., and other area streets and transportation routes).

(4) The JTC also will participate in making recommendations to the Executive Agent with regard to the planning and evaluation of any independent traffic study designed to determine the need for additional surface parking spaces.

(5) The Executive Agent shall undertake shuttle program, incentives for van/carpooling, incentives for bicycle and pedestrian commuting within federal guidelines. The Executive Agent will also establish any additional policies and measures as needed to ensure that employees and visitors will not park off-site in the neighborhood and to minimize the need for additional surface parking spaces. The JTC will monitor these policies and measures, and will recommend improvements to these programs.

(6) ODNI shall discourage employees from commuting on Brookes Lane by issuing a policy that explains the negative impact on the community and on community-agency relations.

(7) To avoid local congestion at the entrance to the site, the Executive Agent will work with MCDOT to recommend inspectors be added as necessary to ensure that queued vehicles will not back up on Sangamore Road.

d. Storm Water Management.

(1) The Executive Agent and USACE shall provide an overview of storm water management plans for the site (including the complete revised Maryland Department of Environment (MDE) permit application packages) to the Communities in a timely manner before the NCPC meeting for Phase 1 approval for their review and comment. All efforts will be made to minimize impact to the existing forested areas.

(2) The Executive Agent and USACE shall comply with all local, state, and federal requirements for storm water management, to include capture, treatment, and release of storm water. Further, the Executive Agent and USACE shall work with the MDE, the National Park Service, and the NCPC to assure all storm water management issues are properly managed and resolved.

(3) Storm water retention shall include the construction of one or more cisterns to capture storm water for reuse on the site. Some captured storm water will be used in a grey water system and the rest will be used to maintain plantings on the site. USACE's feasibility study of storm water capture and reuse systems is not yet complete. As the design for the overall facility progresses, the design concepts will be shared with the community for comment.

(4) Historical erosion and sedimentation: USACE and the Executive Agent shall work to remediate historical erosion and sedimentation problems on the site as part of the ICC-B redevelopment project. USACE and the Executive Agent shall work with the National Park Service (NPS), the Department of Defense (DoD), the NGA, the U.S. Congress, Montgomery County, and the Communities to obtain funds to be used to correct off-site historical erosion and sedimentation problems.

(5) The Executive Agent and USACE shall work in cooperation with NPS and the Communities to support the correction of off-site historical erosion.

e. Lighting, noise, and electromagnetic emissions.

(1) All lighting on the site shall be such that minimal light spills out of the property boundary.

(2) Except as required by code, there shall be no pole-mounted lights on the top level of the parking garage. Only wall-mounted or short bollard pedestrian step lights may be installed as required by building codes, however lighting design will ensure there is no light trespass or light pollution.

(3) The amount of light emitted from the garage will be minimized to the extent feasible. In evening hours only the three lowest levels behind the berm will be illuminated. (Except as required by applicable code)

(4) Garage perimeter walls and west and south screening (preferably natural, such as green screens and planted berms) shall be provided to minimize the impact of vehicle lights on adjoining properties.

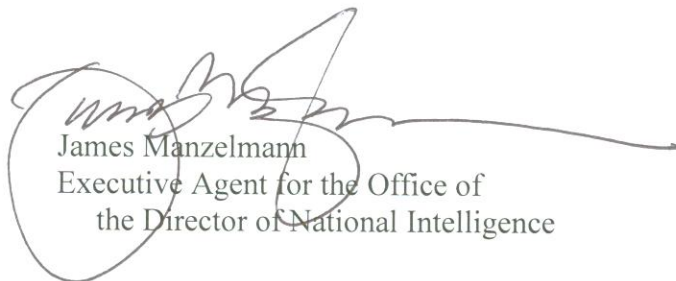
(5) There will be no helipad at the ICC-B site.

(6) Noise from denial barriers and other security devices shall be minimized.

(7) Design will include an improved landscape buffer on the northern boundary.

(8) The Executive Agent does not intent to emit any electromagnetic (or other) signals that interfere with neighborhood electronic devices and will not emit any signals that jeopardize public health.

3. In summary, these modifications, goals, and actions will be executed in good faith and as a good neighbor in order to mitigate the concerns expressed by the community to this point. We want the community just as proud of this project as we are. Additionally we plan to partner with the community by establishing a monthly neighborhood leadership meeting to convey activity, solutions, and provide opportunity to discuss improvements through construction. We look forward to the support of the neighborhood organizations for these initiatives.



James Manzelmann
Executive Agent for the Office of
the Director of National Intelligence

cc:
NCPC